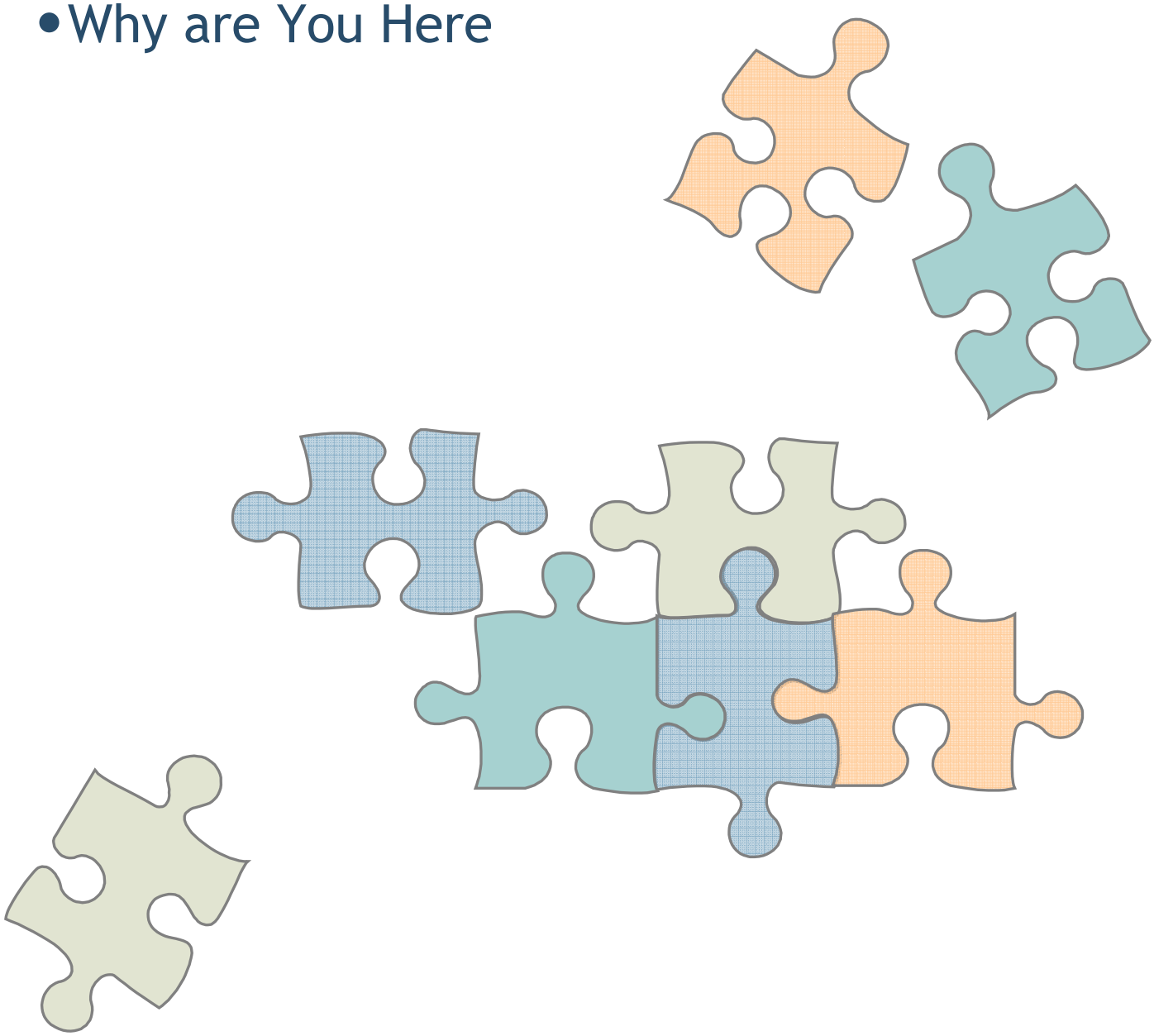
Basic Application Training for URBAN AGENCIES

FY 2008 Funding Programs

Washington State
Transportation Improvement Board

Introduction

- Why is TIB Here
- Why are You Here



Agenda for Today

- TIB Funding Programs Overview
- Urban Application Process
- Completing Application Forms
- Strategies for Success

TIB Definitions

Average Daily Traffic
The average number of vehicles passing through a segment of road in both directions on a daily basis

Distribution Center
A freight facility where goods are transferred from trucks to distribution vehicles

Employment Center Square Footage
The square footage of buildings being added in conjunction with the project

Federal Route Number
A federal route number as assigned by the Federal Highway Administration to functionally classified routes.

Functional Class
The federal classification of the roadway (Urban Principal Arterial, Urban Minor Arterial or Urban Collector) as approved by the Federal Highway Administration. Routes must be classified prior to application to be eligible for TIB Funding

Intermodal Freight Facility
A freight facility served by two or more freight carrying modes(trucks, trains, planes and ships) where goods are transferred between modes

Passenger Terminal
A terminal where users change modes of transportation (pedestrian, bicyclist, bus, train, plane or ferry)

Permits Issued
Projects pending or under construction where the agency has issued permits for construction of new employment center or dwelling units

Permits Pending
Projects that a developer has entered into consultation with the agency and submitted permit applications that are pending approval

PS&E Package
Plans, contract specifications and engineer's estimate required to advertise the project

Truck Route
A route classified as a truck route on the Washington freight and goods classification system. Route classification is based on the average gross annual truck tonnage the route carries.

The tonnage classifications used are as follows:

T-1	*more than 10 million tons per year*
T-2	*4 million to 10 million tons per year*
T-3	*300,000 to 4 million tons per year*
T-4	*100,000 to 300,000 tons per year*
T-5	*at least 20,000 tons in 60 days*

TIB Funding Program Matrix

PROGRAM ELIGIBILITY

Funding Programs	Eligible Agencies
URBAN ARTERIAL PROGRAM (UAP) *formerly Arterial Improvement Program (AIP)* • Projects reduce congestion and improve safety, geometrics, and structural concerns.	*All Urban Cities AND Urban Counties*
URBAN CORRIDOR PROGRAM (UCP) *formerly Transportation Partnership Program (TPP)* • Projects support economic development and provide environmentally responsive solutions to our statewide transportation system needs.	*Incorporated Cities 5,000 & over Population AND Urban Counties*
SMALL CITY ARTERIAL PROGRAM (SCAP) *formerly Small City Program (SCP)* • Projects preserve and improve the roadway system in a manner that is consistent with local needs.	*Incorporated Cities under 5,000 Population*
SIDEWALK PROGRAM (SP) *formerly Pedestrian Safety & Mobility Program (SP)* • Projects enhance and promote pedestrian safety and mobility by providing access and addressing pedestrian system continuity and connectivity.	*Urban Program – same as UAP* *Small City Program – same as SCAP*

PROGRAM SELECTION CRITERIA

	Urban			Small City	
Criteria	**UAP**	**UCP**	**SP**	**SCAP**	**SP**
Safety	50	10	50	40	50
Mobility	20	35			
Pavement Condition	15			30	
Mode Accessibility	10	10			
Local Support	5	30	20	30	20
Growth & Development		15			
Pedestrian Movement			30		30
Total Points	**100**	**100**	**100**	**100**	**100**

HISTORIC (FY 2004-2007) FUNDING LEVEL CUTOFF RATINGS

	UAP	UCP	Urban SP	SCAP	Small City SP
East		49-60	64-76	73-86	61-73
West		57-70	78-83	70-82	57-72
Puget Sound	68-76	67-72	72-82	60-84	50-74
Northwest	49-66				
Northeast	57-62				
Southeast	52-67				
Southwest	54-66				

FY 2008 Target Program Sizes

Regional Allocation of Funding

- Funds are distributed regionally based on population and lane miles
- Population factors are updated annually based on OFM population counts

UAP Target Program Size: **$25 – $30 Million**

Fund distribution is as follows:

Region	Percent	Funds
Puget Sound	56.4%	$16.9 M
Northwest	9.0%	$2.7 M
Northeast	12.7%	$3.8 M
Southeast	9.5%	$2.8 M
Southwest	12.5%	$3.7 M

UCP Target Program Size: **$25 – $27 Million**

Fund distribution is as follows:

Region	Percent	Funds
East	22.2%	$6.4 M
Puget Sound	56.4%	$15.3 M
West	21.4%	$5.3 M

Urban SP Target Program Size: **$1-1.5 Million**

Fund distribution is as follows:

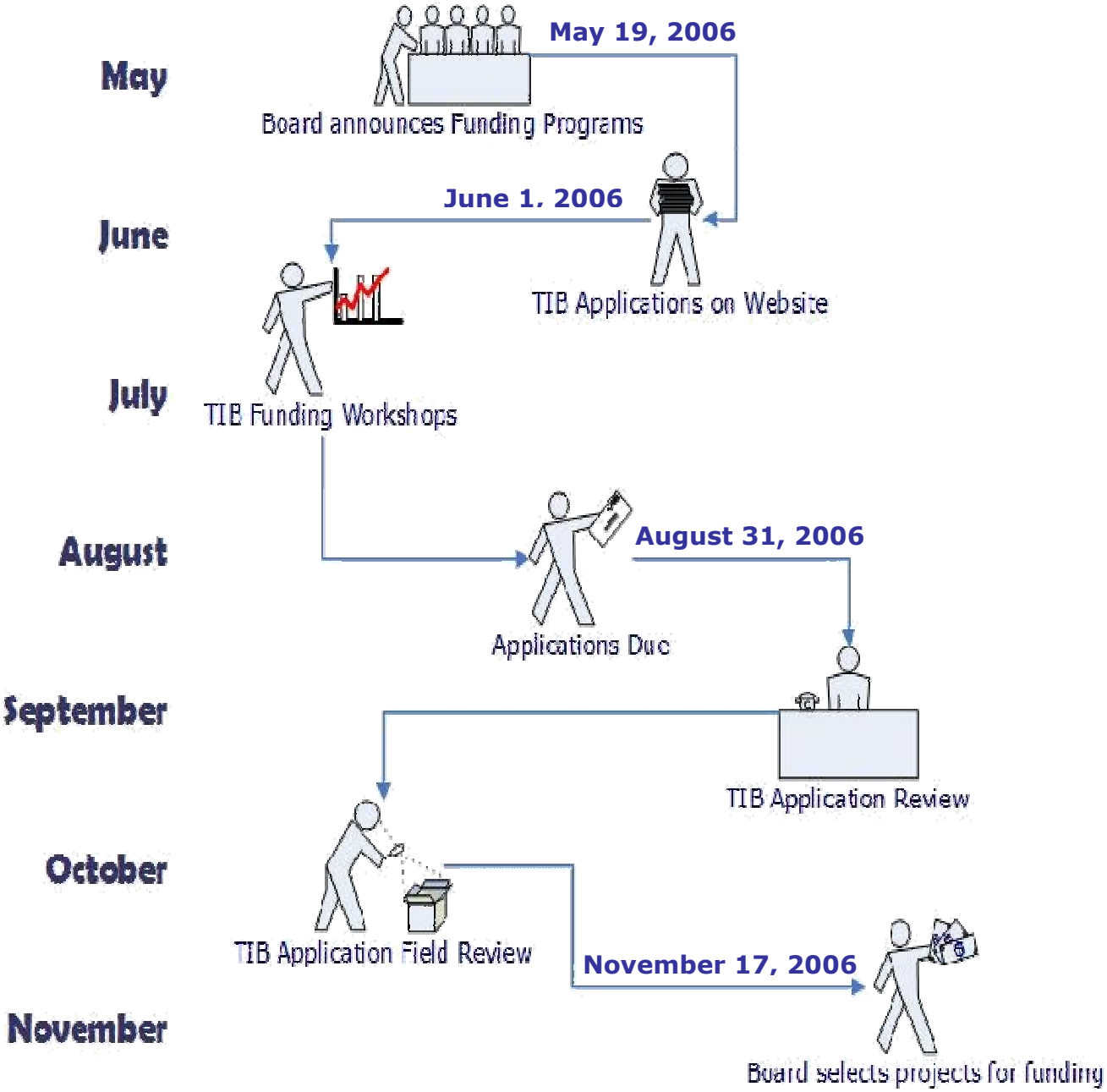
Region	Percent	Funds
East	22.2%	$333 K
Puget Sound	56.4%	$846 K
West	21.4%	$322 K

Corridor Completion Investment

Funding: **$30 Million**

- Created as a result of 2005 Legislative Action
- Funded by 9½ cent Gas Tax
- Allows multi-year TIB funding commitment to complete corridors
- 4 projects selected as part of FY 2007 Funding

TIB Funding Timeline



FY 2008 Urban Application

FY 2008 Urban Application

for Urban Arterial Program (UAP) and Urban Corridor Program (UCP)

Mail your signed application and required attachments to the TIB Office no later than **August 31, 2006.**
The mailing address for the TIB Office: Post Office Box 40901 ✧ Olympia WA 98504-0901

For assistance contact John Dorffeld, TIB Project Engineer, at (360) 586-1147 or via email at JohnD@tib.wa.gov

Funding Program	Urban Arterial Program (UAP) & Urban Corridor Program (UCP)			Legislative District	13
Agency Name	MOSES LAKE				Find Legislative District
Arterial Name	East Wheeler Road			Congressional District	4
Project Limits	South Pioneer Way to Clover Drive				Find Congressional District
Length in Miles	0.64 miles	Federal Route Number	6070	Average Daily Traffic (ADT)	15,456 vehicles per day
Functional Class	Urban Minor				
Contact Person	Joe Smith			Phone Number	(509) 456-1234
Email Address	Jsmith@ci.moses_lake.wa.us				

APPLICATION ATTACHMENTS

Required with **each** application

- Detailed Vicinity Map (8½" x 11") clearly showing project limits
- Project Cost Estimate reviewed & signed by Engineer licensed in the State of Washington
- Funding Commitment Letters from all funding partners — Number Attached: 2
- Urban Accident Analysis Worksheet — Link to Request Accident Data from WSDOT
- Typical Roadway Section
- Section of Current Comprehensive Plan showing project

Required attachment if applying for **UCP funding**

- Development Map showing **Permits Issued** and **Permits Pending** areas
- Map showing Potential Annexation Area

Required attachment if project includes construction of **bicycle facilities**

- Adopted Bicycle Plan

PROJECT SCHEDULE

Provide actual or target completion date

	Month & Year
Environmental Documentation Complete & Permits Approved	Jul 2007
Right of Way Acquisition Complete	Nov 2007
Design Complete	Dec 2007
Contract Advertisement	Feb 2008
Contract Completion	Aug 2009

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PROJECT FUNDING

Enter the Total TIB Funds you are requesting in the space below.
Enter the Project Costs in the table below. The local funds will calculate automatically.
If the distribution of local funds is different from the calculated line, enter the desired local fund amounts in the table. Otherwise, leave it blank.

Enter Total TIB Funds Requested **$1,556,250** Maximum TIB Matching Ratio **90.0%**

	Design Engineering	Right of Way	Construction Engineering	Construction Other	Construction Contract	TOTAL
PROJECT COST	200,000	250,000	180,000	50,000	1,450,000	2,130,000
Calculated LOCAL FUNDS	53,873	67,342	48,486	13,468	390,581	573,750
Desired LOCAL FUNDS						
TIB FUNDS	146,127	182,658	131,514	36,532	1,059,419	1,556,250

Noneligible Engineering Engineering exceeding 25% of Contract Cost is not eligible for TIB reimbursement	5,000
Other Noneligible Costs (Landscaping greater than 3% of Total Cost, Utility Undergrounding, Sound Walls) Briefly describe in the space be Sanitary Sewer Extension	50,000
TOTAL ELIGIBLE COST	2,075,000
TIB Matching Ratio (Total TIB Funds/Total Eligible Cost)	75.0%

FUNDING PARTNERS

Source	Public or Private	Commitment Letter Attached	Amount
MOSES LAKE	Public		250,000
Washington State Department of Transportation	Public		0
Federal Funds	Public	YES	250,000
City Industrial Park	Private	YES	73,750
TOTAL			573,750

Local Funds are correct

CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are c
included as part of the application package

Agency Official Signature

Date Signed

Printed or Typed Title

FY 2008 Urban Program Application

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Project cost showing distribution of Local & TIB funding

Calculation of Eligible Project Cost

Project Funding Partners other than TIB with committed share *See AIP LOCAL SUPPORT Local Match & TPP LOCAL SUPPORT Matching Funds*

GROWTH MANAGEMENT INFORMATION

Complete the questions below to address Growth Management Laws as directed by Revised Code of Washington (RCW) 47.26.282.

Describe how the project supports or revitalizes existing urban development in the downtown

This project improves access to downtown to a newly developing industrial site at Clover Drive.

Growth Management Information NOT rated
Required by RCW &
reviewed by CTED Staff

Does the project include or encourage infill/densification of residential or commercial development local comprehensive plan?

☑ YES ☐ NO

If YES, describe below

The area being developed in conjuction with this project is zoned industrial and no new residential units are being developed as part of this project.

Describe how the project promotes the use of transit and other multimodal transportation

There is no transit service in the city of Moses Lake, but by constructing sidewalks and bike lanes the project encourge alternative forms of transportation.

Indicate the project's multimodal transportation components

Mark ALL existing or planned components

☑ Sidewalk ☑ Bicycle Lanes ☐ HOV Lanes ☑ Access to Transit Center or Passenger Terminal

☐ Other - Explain in space below

PROJECT DESCRIPTION

Briefly describe the existing conditions

East Wheeler Road is a narrow two lane road with gravel shoulders and roadside ditches to control stormwater runoff. There is no sidewalk or illumination. No signalization exists at Clover.

Briefly describe the project intent

Widen the roadway, adding a two way left turn lane and curb, gutter and sidewalk along both sides of the road. Stormwater will be conveyed in a new enclosed drainage system, and detained in a stormwater pond. A new traffic signal will be added at Clover Drive and existing signals will be upgraded and interconnected. Other improvements include street lights, street trees and a sod planter strip with irrigation.

Project Description NOT rated
Used for informational purposes only

ROADWAY GEOMETRICS

Enter the parameters as they currently exist and after the project is constructed

	EXISTING	PROPOSED
Pavement Width (Curb to Curb or Edge to Edge)	22 feet	34 feet
Number of Travel Lanes (Not Continuous Left Turn Lane)	2 lanes	2 lanes
Continuous Left Turn Lane Width	0 feet	0 feet
Shoulder Width	1 feet	0 feet
Curb Placement	None	Both Sides
Bicycle Lane Type	No Bicycle Facilities	Bicycle Only Lane - BOTH SIDES
Bicycle Lane Width	0 feet	5 feet
Pedestrian Buffer *Width between curb and sidewalk*	0 feet	5 feet
Sidewalk Placement	None	Both Sides
Sidewalk Width[1]	0 feet	6 feet

[1] Sidewalk with curb separation on both sides is required by TIB policy
Minimum width is **five feet** with NO obstructions
Sections not meeting this standard require a Board Deviation at Project Selection

Roadway Geometrics indicates what the section looks like PRIOR to (EXISTING) and AFTER (PROPOSED) construction of the project
See UAP SAFETY Existing Conditions, MODE ACCESSIBILITY Nonmotorized Protection AND UCP MODE ACCESSIBILITY Nonmotorized Protection

FY 2008 Urban Program Application

PROJECT ELEMENTS

Give a brief description or select the appropriate response for each component of proposed project work

ROAD SURFACING IMPROVEMENTS: **Reconstruction & Widening**

INTERSECTION IMPROVEMENTS

Add Right Turn Pocket	**2 intersections**
Add Left Turn Pocket	**1 intersections**
Add Roundabout	**0 intersections**

DRAINAGE & WATER QUALITY IMPROVEMENTS

Install an enclosed drainage system that includes oil-water separators and a stormwater detention pond in accordance with current standards.

Project Elements NOT rated
For informational use only

TRAFFIC SIGNALIZATION & ILLUMINATION

Install a new traffic signal at Clover Drive, modify existing signals to current MUTCD standards and interconnect all signals. In addition, illumination will be added throughout the project.

LANDSCAPING & AESTHETIC ELEMENTS

The five foot planter strip will include street trees, grass and an automatic irrigation system.

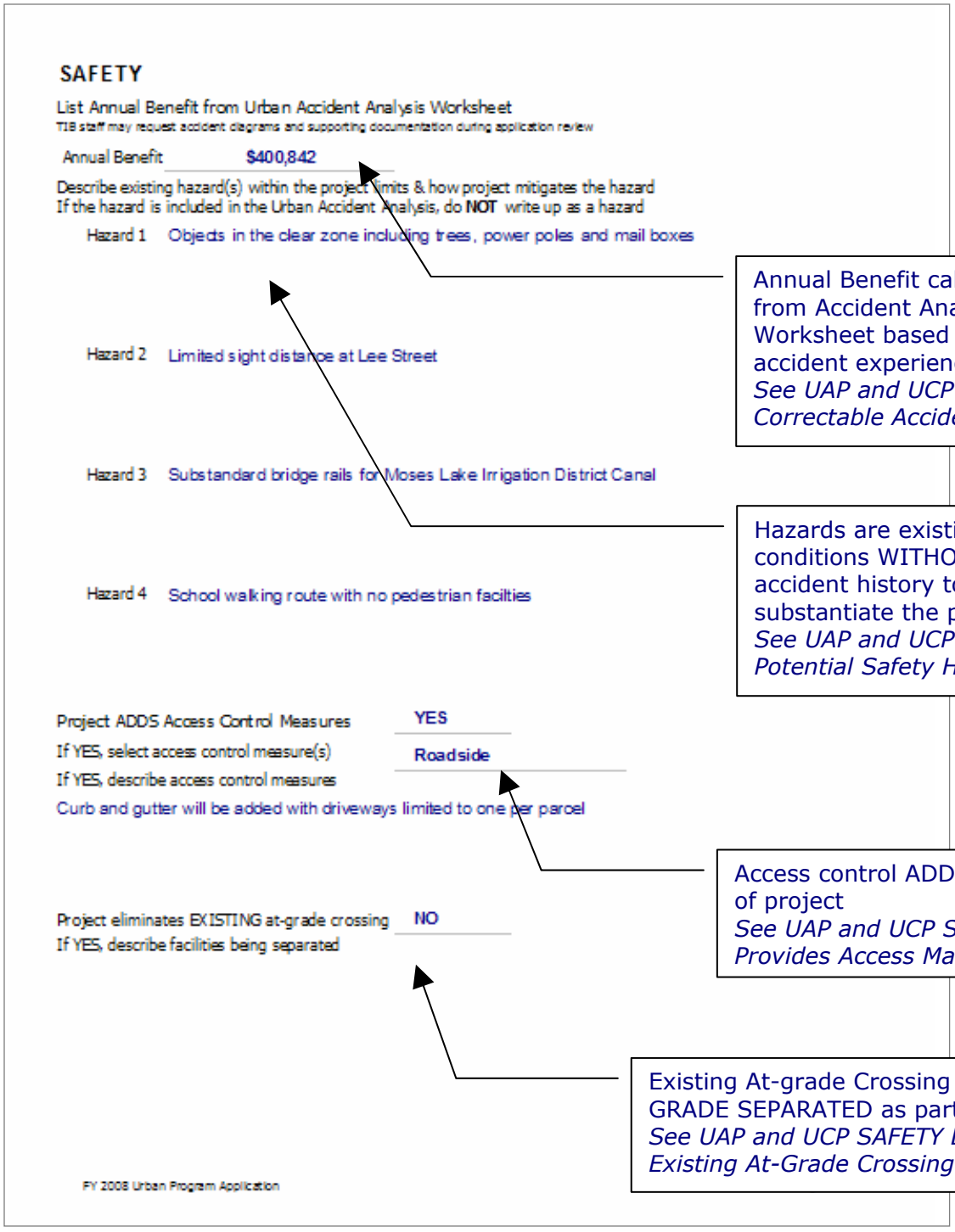
RELOCATION of EXISTING UTILITIES: **Relocate Overhead Utilities to New Overhead Location**

RETAINING WALLS

Small modular block walls will be constructed to limit right of way and property impacts.

OTHER ELEMENTS

Realign the intersection of East Wheeler Street and South Pioneer Way to eliminate skewed intersection.



SAFETY

List Annual Benefit from Urban Accident Analysis Worksheet

TIB staff may request accident diagrams and supporting documentation during application review

Annual Benefit $400,842

Describe existing hazard(s) within the project limits & how project mitigates the hazard
If the hazard is included in the Urban Accident Analysis, do **NOT** write up as a hazard

Hazard 1 Objects in the clear zone including trees, power poles and mail boxes

Hazard 2 Limited sight distance at Lee Street

Hazard 3 Substandard bridge rails for Moses Lake Irrigation District Canal

Hazard 4 School walking route with no pedestrian facilties

Project ADDS Access Control Measures YES

If YES, select access control measure(s) Roadside

If YES, describe access control measures

Curb and gutter will be added with driveways limited to one per parcel

Project eliminates EXISTING at-grade crossing NO

If YES, describe facilities being separated

FY 2008 Urban Program Application

Annual Benefit calculated from Accident Analysis Worksheet based on accident experience
See UAP and UCP SAFETY Correctable Accident History

Hazards are existing conditions WITHOUT accident history to substantiate the problem
See UAP and UCP SAFETY Potential Safety Hazards

Access control ADDED as part of project
See UAP and UCP SAFETY Provides Access Management

Existing At-grade Crossing CLOSED or GRADE SEPARATED as part of project
See UAP and UCP SAFETY Eliminate Existing At-Grade Crossing

Transportation Improvement Board (TIB)

FY 2008 Urban Accident Analysis

Urban Arterial Program (UAP) & Urban Corridor Program (UCP) Application

Agency: MOSES LAKE

Project Name: East Wheeler Road
South Pioneer Way to Clover Drive

Instructions

- Use Accident Data from the **three** most current years
- Select the Location Type (Intersection or Midblock)
- Enter the Location by specifying the intersection cross street or midblock parameters
- Enter the number of Property Damage Only (PDO) Accidents, Injuries and Fatalities for each Accident Type

	Total Number	Factor	Accident Cost
PDO Accidents	18	$5,064	$91,152
Injuries	16	$284,956	$4,559,293
Fatalities	1	$3,366,388	$3,366,388
TOTAL	**35**		**$8,016,833**

Annual Benefit

$400,842

Select Location Type	Enter Accident Location (Cross Street or Midblock Location)	Select Accident Type	Enter Number of PDO Accidents	Enter Number of Injuries	Enter Number of Fatalities	Enter Primary Countermeasure
Intersection	South Pioneer Way	Rear End	3	2		Modify Traffic Signal
Intersection	South Pioneer Way	Right Angle	5	8		Realign Skewed Intersection
Intersection	Laurel Drive	Rear End	3			Modify Traffic Signal
Intersection	Laurel Drive	Right Angle	1	2		Add Left Turn Pockets
Intersection	Clover Drive	Right Angle		3	1	Add New Signal
Midblock	Pioneer to Clover	Fixed Object/Parked Vehicle	6	1		Eliminate Parking

TIB Urban Accident Analysis

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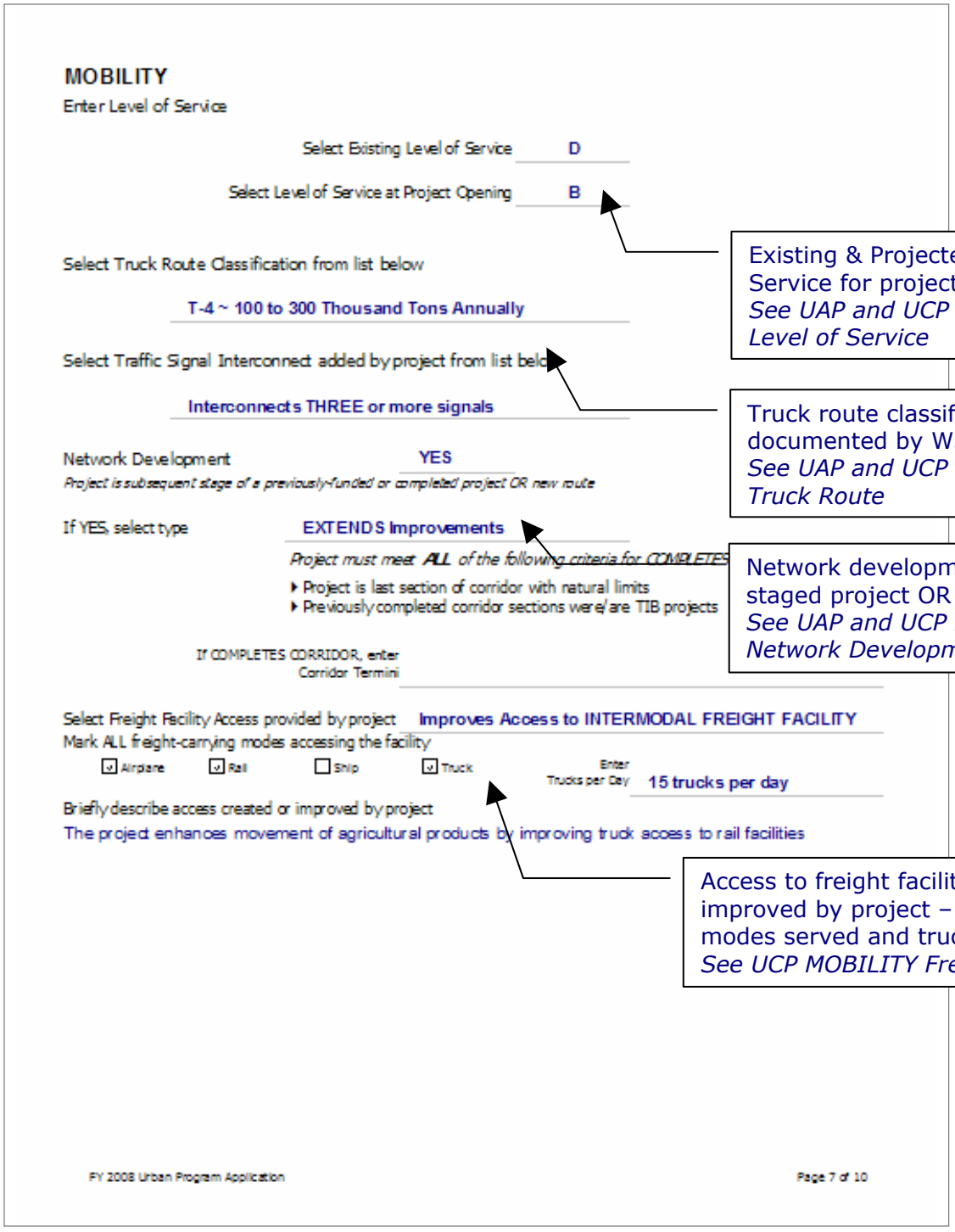
Accident Analysis Worksheet based on accident experience
Enter location, type & number of accidents with countermeasure provided by project
See UAP and UCP SAFETY Correctable Accident History

Annual Benefit calculates automatically based on the accident history shown in the table
See UAP and UCP SAFETY Correctable Accident History



MOBILITY

Enter Level of Service

Select Existing Level of Service: D

Select Level of Service at Project Opening: B

Select Truck Route Classification from list below

T-4 ~ 100 to 300 Thousand Tons Annually

Select Traffic Signal Interconnect added by project from list below

Interconnects THREE or more signals

Network Development: YES

Project is subsequent stage of a previously-funded or completed project OR new route

If YES, select type: EXTENDS Improvements

*Project must meet **ALL** of the following criteria for COMPLETES*

- Project is last section of corridor with natural limits
- Previously completed corridor sections were/are TIB projects

If COMPLETES CORRIDOR, enter Corridor Termini

Select Freight Facility Access provided by project: Improves Access to INTERMODAL FREIGHT FACILITY

Mark ALL freight-carrying modes accessing the facility

☑ Airplane ☑ Rail ☐ Ship ☑ Truck

Enter Trucks per Day: 15 trucks per day

Briefly describe access created or improved by project

The project enhances movement of agricultural products by improving truck access to rail facilities

FY 2008 Urban Program Application

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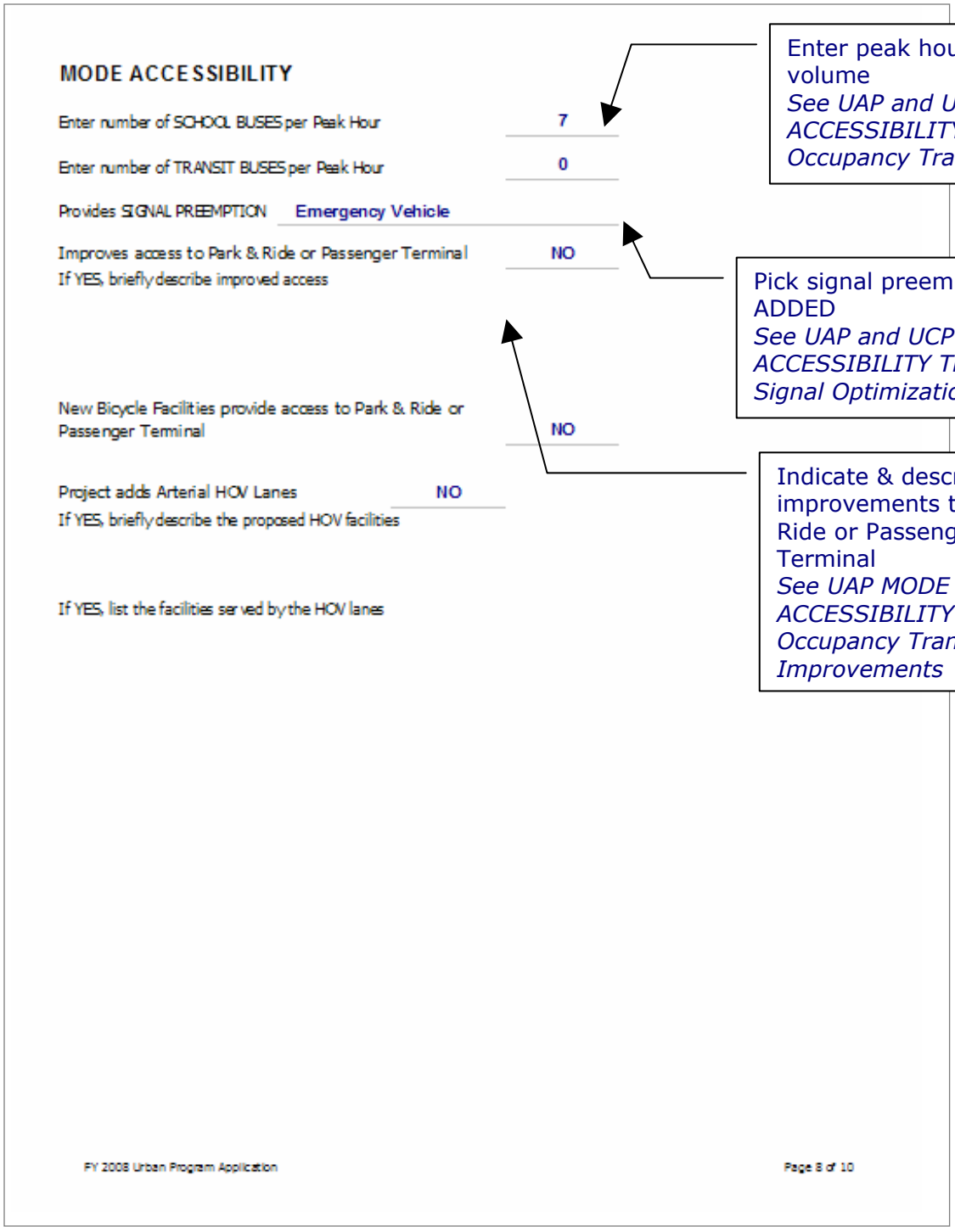
Existing & Projected Level of Service for project (A – F)
See UAP and UCP MOBILITY Level of Service

Truck route classification as documented by WSDOT
See UAP and UCP MOBILITY Truck Route

Network development is staged project OR new route
See UAP and UCP MOBILITY Network Development

Access to freight facility created or improved by project – indicate modes served and trucks per day
See UCP MOBILITY Freight Facility


MODE ACCESSIBILITY
Enter number of SCHOOL BUSES per Peak Hour
7
Enter number of TRANSIT BUSES per Peak Hour
0
Provides SIGNAL PREEMPTION
Emergency Vehicle
Improves access to Park & Ride or Passenger Terminal
NO
If YES, briefly describe improved access
New Bicycle Facilities provide access to Park & Ride or Passenger Terminal
NO
Project adds Arterial HOV Lanes
NO
If YES, briefly describe the proposed HOV facilities
If YES, list the facilities served by the HOV lanes
FY 2008 Urban Program Application
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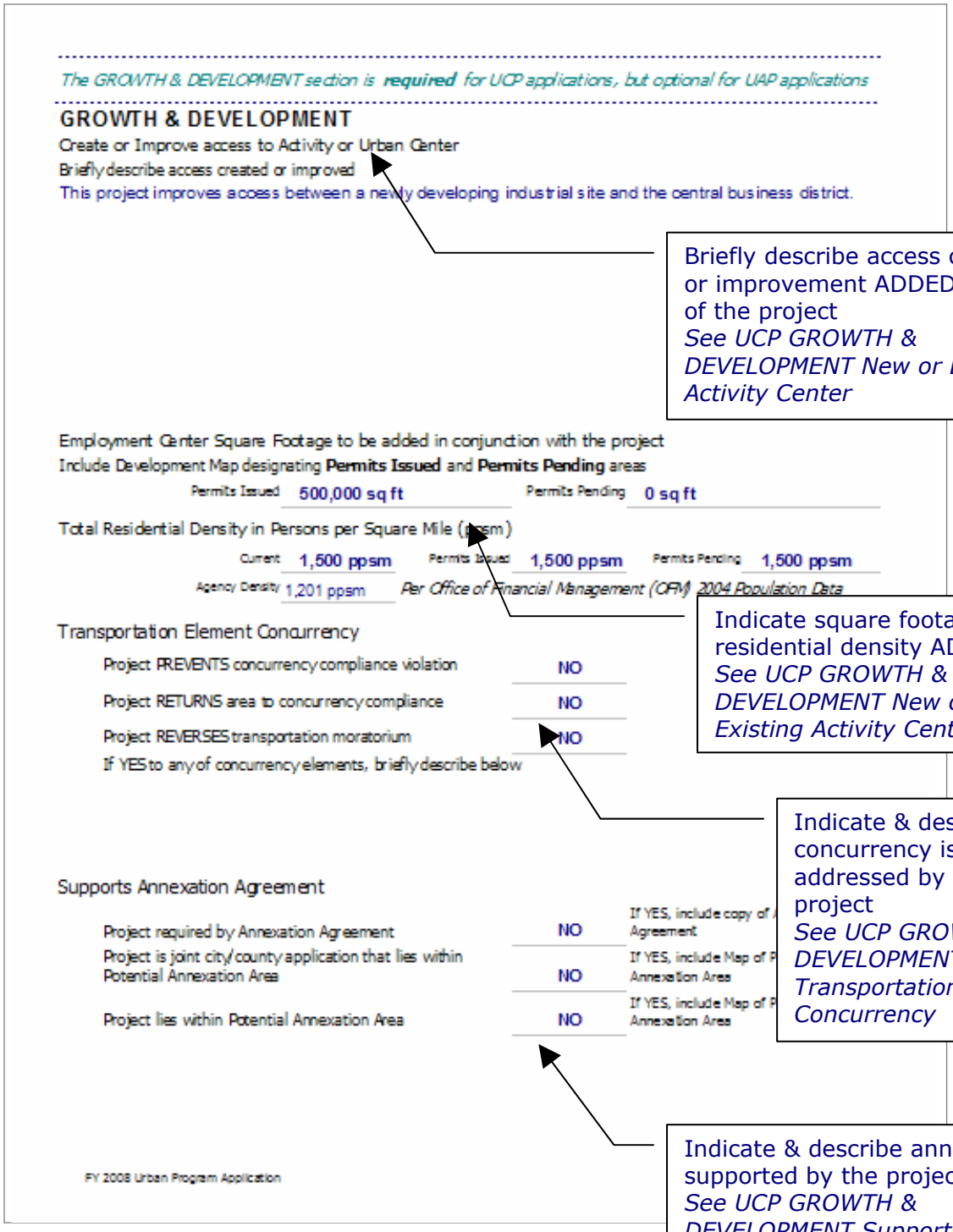
Enter peak hour bus volume
See UAP and UCP MODE ACCESSIBILITY High Occupancy Transportation
Pick signal preemption ADDED
See UAP and UCP MODE ACCESSIBILITY Traffic Signal Optimization
Indicate & describe access improvements to Park & Ride or Passenger Terminal
See UAP MODE ACCESSIBILITY High Occupancy Transportation Improvements



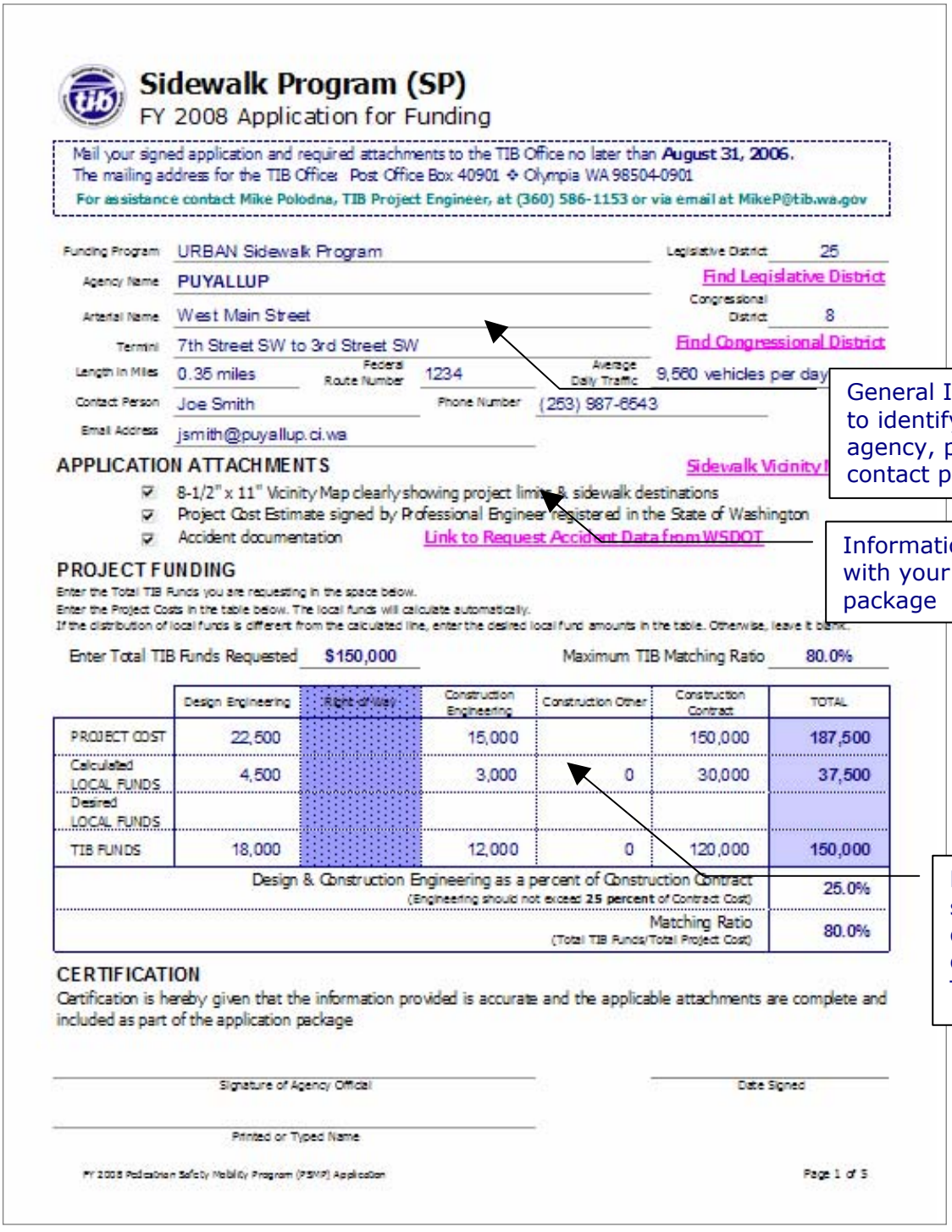
Briefly describe access creation or improvement ADDED as part of the project
See UCP GROWTH & DEVELOPMENT New or Existing Activity Center

Indicate square footage & residential density ADDED
See UCP GROWTH & DEVELOPMENT New or Existing Activity Center

Indicate & describe concurrency issues addressed by the project
See UCP GROWTH & DEVELOPMENT Transportation Concurrency

Indicate & describe annexation supported by the project
See UCP GROWTH & DEVELOPMENT Supports Annexation Agreement

FY 2008 Pedestrian Safety & Mobility Program Application



Sidewalk Program (SP)

FY 2008 Application for Funding

Mail your signed application and required attachments to the TIB Office no later than **August 31, 2006.**
The mailing address for the TIB Office: Post Office Box 40901 ❖ Olympia WA 98504-0901
For assistance contact Mike Polodna, TIB Project Engineer, at (360) 586-1153 or via email at MikeP@tib.wa.gov

Funding Program: URBAN Sidewalk Program
Legislative District: 25
Agency Name: PUYALLUP
Find Legislative District
Arterial Name: West Main Street
Congressional District: 8
Termini: 7th Street SW to 3rd Street SW
Find Congressional District
Length in Miles: 0.35 miles
Federal Route Number: 1234
Average Daily Traffic: 9,560 vehicles per day
Contact Person: Joe Smith
Phone Number: (253) 987-6643
Email Address: jsmith@puyallup.ci.wa

APPLICATION ATTACHMENTS

Sidewalk Vicinity M

- ☑ 8-1/2" x 11" Vicinity Map clearly showing project limits & sidewalk destinations
- ☑ Project Cost Estimate signed by Professional Engineer registered in the State of Washington
- ☑ Accident documentation — Link to Request Accident Data from WSDOT

PROJECT FUNDING

Enter the Total TIB Funds you are requesting in the space below.
Enter the Project Costs in the table below. The local funds will calculate automatically.
If the distribution of local funds is different from the calculated line, enter the desired local fund amounts in the table. Otherwise, leave it blank.

Enter Total TIB Funds Requested: $150,000
Maximum TIB Matching Ratio: 80.0%

	Design Engineering	Right of Way	Construction Engineering	Construction Other	Construction Contract	TOTAL
PROJECT COST	22,500		15,000		150,000	187,500
Calculated LOCAL FUNDS	4,500		3,000	0	30,000	37,500
Desired LOCAL FUNDS						
TIB FUNDS	18,000		12,000	0	120,000	150,000
Design & Construction Engineering as a percent of Construction Contract (Engineering should not exceed **25 percent** of Contract Cost)						25.0%
Matching Ratio (Total TIB Funds/Total Project Cost)						80.0%

CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package

Signature of Agency Official — Date Signed

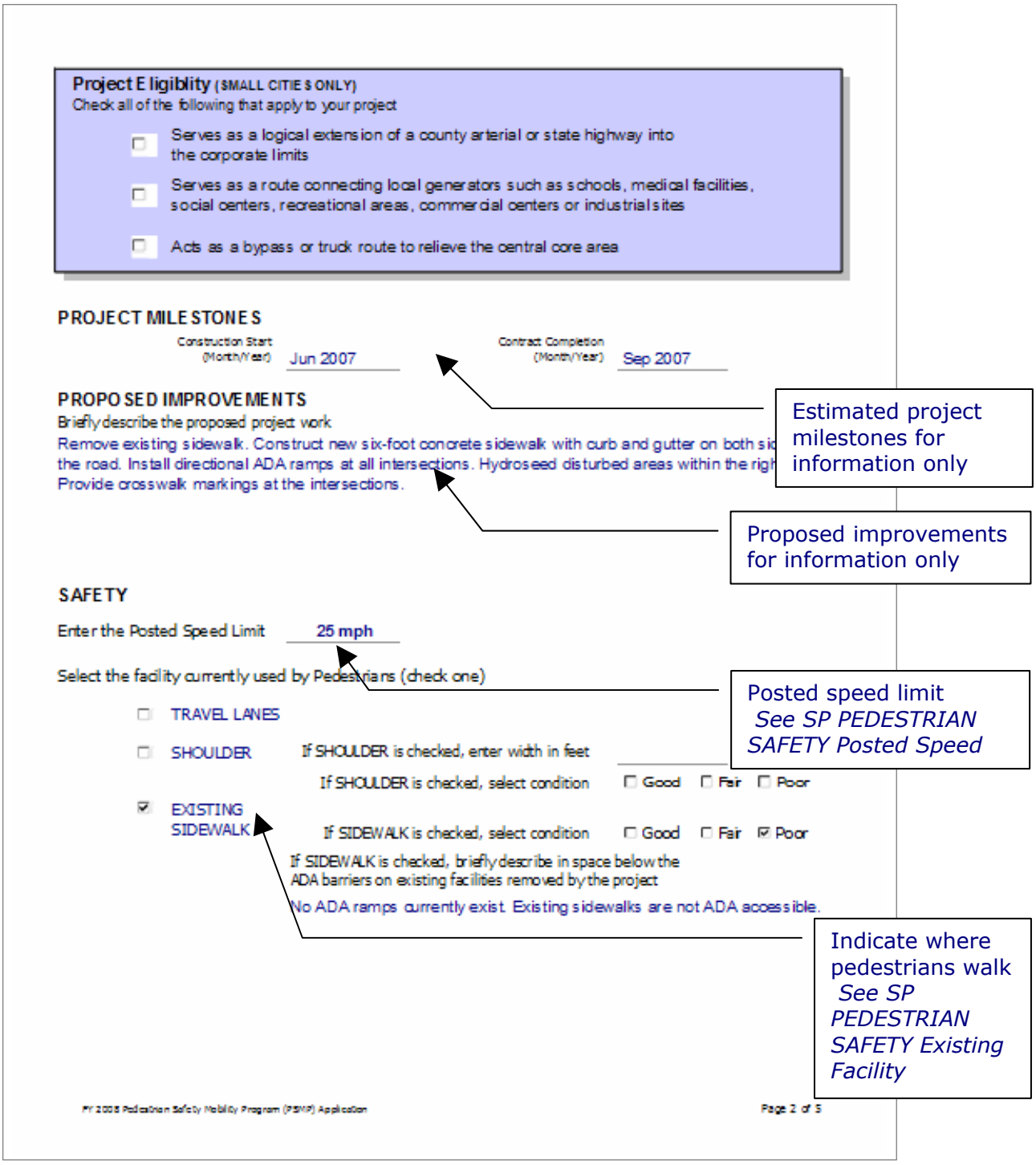
Printed or Typed Name

FY 2008 Pedestrian Safety Mobility Program (PSMP) Application — Page 1 of 5

General Information to identify the agency, project and contact person

Information required with your application package

Project cost showing distribution of Local & TIB funding


Project Eligiblity (SMALL CITIES ONLY)
Check all of the following that apply to your project
Serves as a logical extension of a county arterial or state highway into the corporate limits
Serves as a route connecting local generators such as schools, medical facilities, social centers, recreational areas, commercial centers or industrial sites
Acts as a bypass or truck route to relieve the central core area
PROJECT MILESTONES
Construction Start (Month/Year) Jun 2007
Contract Completion (Month/Year) Sep 2007
PROPOSED IMPROVEMENTS
Briefly describe the proposed project work
Remove existing sidewalk. Construct new six-foot concrete sidewalk with curb and gutter on both sid
the road. Install directional ADA ramps at all intersections. Hydroseed disturbed areas within the righ
Provide crosswalk markings at the intersections.
SAFETY
Enter the Posted Speed Limit 25 mph
Select the facility currently used by Pedestrians (check one)
TRAVEL LANES
SHOULDER
If SHOULDER is checked, enter width in feet
If SHOULDER is checked, select condition Good Fair Poor
EXISTING SIDEWALK
If SIDEWALK is checked, select condition Good Fair Poor
If SIDEWALK is checked, briefly describe in space below the ADA barriers on existing facilities removed by the project
No ADA ramps currently exist. Existing sidewalks are not ADA accessible.
FY 2008 Pedestrian Safety Mobility Program (PSMP) Application
Page 2 of 5
Estimated project milestones for information only
Proposed improvements for information only
Posted speed limit See SP PEDESTRIAN SAFETY Posted Speed
Indicate where pedestrians walk See SP PEDESTRIAN SAFETY Existing Facility

Pedestrian Visibility

Select how well drivers see pedestrians within the project limits

☐ Good ☑ Fair ☐ Poor

Accident History

Include accident documentation with your application package

Number of Pedestrian/Vehicle Accidents	0
Number of Pedestrian Only Accidents	2

Existing Hazards

Briefly describe existing hazard(s) to pedestrian travel within the project limits

Hazard 1 This is a high volume pedestrian route and is a designated school walk route. Puyallup High School has 1,200 students. Good Samaritan School has 500 elementary age students.

Hazard 2 The surface is cracked and buckled creating a severe tripping hazard for pedestrians.

Hazard 3 Crosswalks are not marked.

Hazard 4 Pedestrians are forced to walk in the street because no ADA ramps exist.

Select pedestrian visibility *See SP PEDESTRIAN SAFETY Visibility*

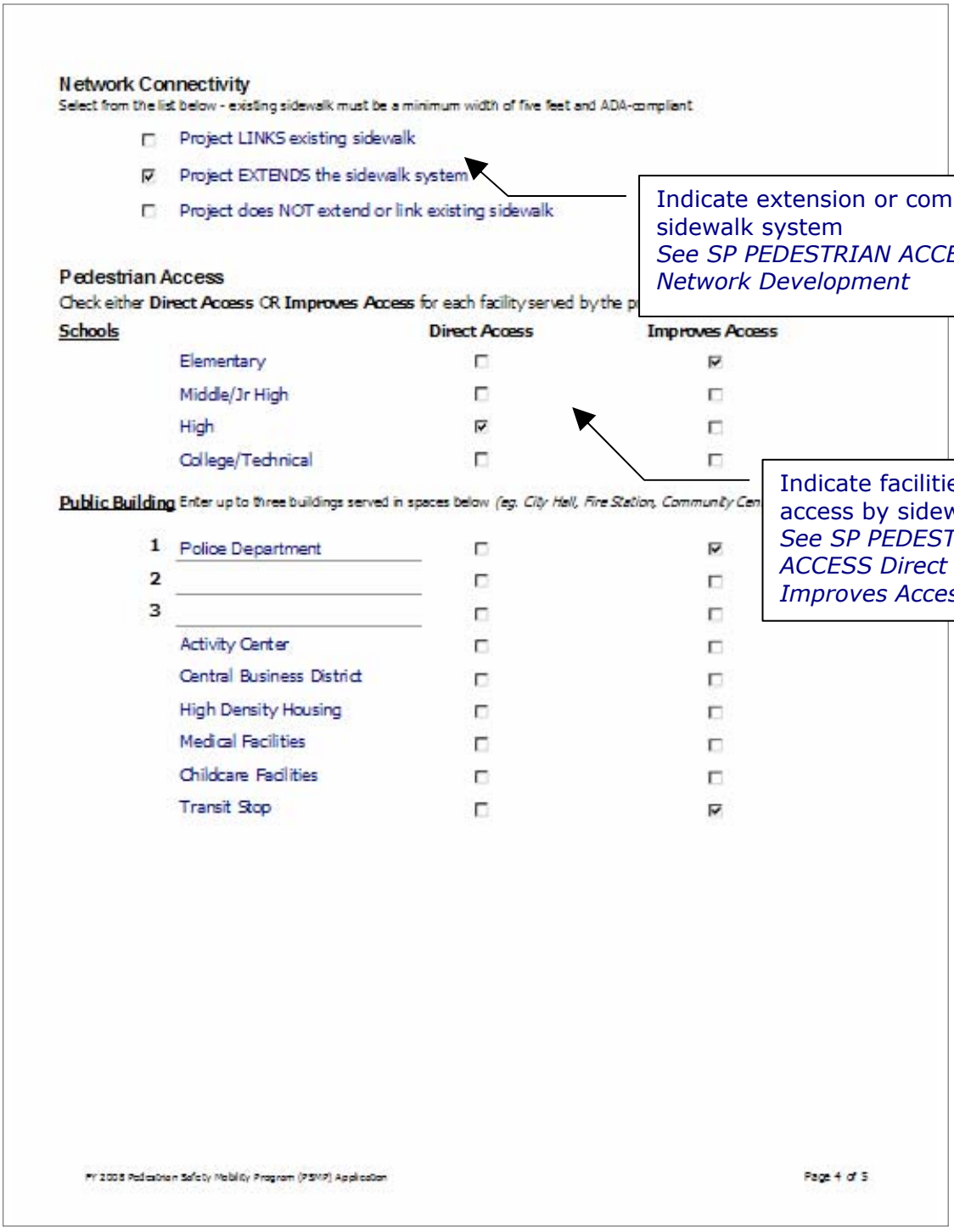
Briefly describe existing hazards to pedestrians *See SP PEDESTRIAN SAFETY Existing Hazards*

Existing & Proposed Conditions

Enter the requested data in the table below showing CURRENT conditions in the existing column and conditions AFTER project completion in the proposed column

	EXISTING	PROPOSED
Sidewalk Width in Feet	4 feet	6 feet
Parking Lanes	☐ One Side ☐ Both Sides ☑ None	☐ One Side ☐ Both Sides ☑ None
Sidewalk Placement	☐ One Side ☑ Both Sides ☐ None	☐ One Side ☑ Both Sides ☐ None
Curb Placement	☐ One Side ☑ Both Sides ☐ None	☐ One Side ☑ Both Sides ☐ None
Distance in feet from Edge of Travel Lane to Edge of Proposed Sidewalk		1 feet
Proposed Sidewalk Surfacing		Concrete
Total Length of Sidewalk Constructed by Project		3,700 feet

Indicate EXISTING & PROPOSED section details *See SP PEDESTRIAN SAFETY Proposed Improvements*



Network Connectivity

Select from the list below - existing sidewalk must be a minimum width of five feet and ADA-compliant

- ☐ Project LINKS existing sidewalk
- ☑ Project EXTENDS the sidewalk system
- ☐ Project does NOT extend or link existing sidewalk

Indicate extension or completion of sidewalk system
See SP PEDESTRIAN ACCESS Network Development

Pedestrian Access

Check either **Direct Access** OR **Improves Access** for each facility served by the p

Schools	Direct Access	Improves Access
Elementary	☐	☑
Middle/Jr High	☐	☐
High	☑	☐
College/Technical	☐	☐

Indicate facilities provided access by sidewalk
See SP PEDESTRIAN ACCESS Direct Access OR Improves Access

Public Building Enter up to three buildings served in spaces below *(eg. City Hall, Fire Station, Community Cen*

		Direct Access	Improves Access
1	Police Department	☐	☑
2		☐	☐
3		☐	☐
	Activity Center	☐	☐
	Central Business District	☐	☐
	High Density Housing	☐	☐
	Medical Facilities	☐	☐
	Childcare Facilities	☐	☐
	Transit Stop	☐	☑

FY 2008 Pedestrian Safety Mobility Program (PSMP) Application

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COMMUNITY IMPACT

Briefly describe the impact on your community

Explain how the project involves revitalization, creates or improves access to business, industrial or community centers

The project replaces narrow, deteriorated sidewalk with ADA-compliant smooth surfaced walkways. The sidewalks improve pedestrian access to the schools at the west terminus. The project supports the school district's Walk to School program which promotes walking instead of driving for exercise and a reduction in vehicle volumes in the school zone.

Sidewalk reconstruction was completed on Main Street between 3rd Street SW and Meridian. This project extends the ADA-compliant sidewalk system and improves access to the Sounder Station on Main Street.

Briefly describe how project serves community
See SP LOCAL SUPPORT Community Impact

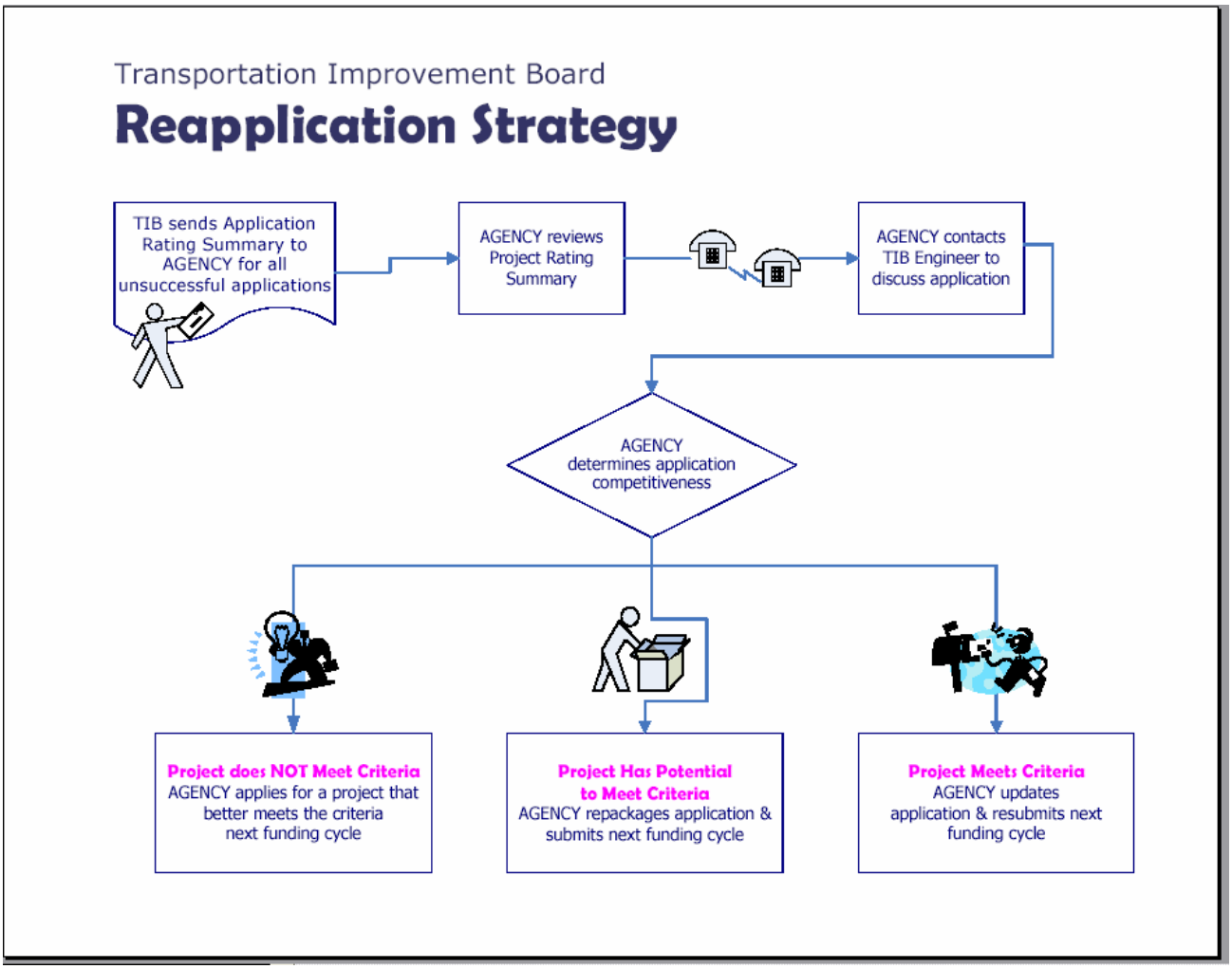
LOCAL MATCH

List all funding partners contributing to the Local Match

SOURCE	AMOUNT
PUYALLUP	30,000
School District	7,500
TOTAL	$37,500
Local Funds are correct	

Indicate funding partners & share committed
See SP LOCAL SUPPORT Local Match

What to do if you are NOT Successful…



Successful Applicants…

- Submit Applications that fit Program's Intent
- Answer All Questions on Application
- Include ALL Required Attachments
- Include Signed Commitment Letters
- Have Application Postmarked no later than August 31, 2006
- Submit no more than FIVE Urban Applications
- Contact their TIB Project Engineer for Assistance

Your Project Was Selected…

- Project Timeline is Critical
  - **UAP** *Under contract 4½ years after Project Selection*
  - **UCP** *Under contract 5½ years after Project Selection*
  - **SP** *Completed within 2½ years after Project Selection*
- Project Delay Ramifications
- Implications of Executive Order 05-05
- Increased Cost does not mean Increased TIB Funds
- Submit Timely Payment Requests
- Eligible Work
  - **Utility Relocation**

Summary

- TIB Funding Programs
- When & How to Apply for Funding
- Strategies for Success

Conclusion

- Questions
- Evaluations

Urban Rating Exercises

Matching Funds Points (25 max)	
Lead Agency Funding	1 point per 1%
Private Partner Funding	1 point per 1%
Overmatch Funding	1 point per 2% above Minimum Local Match

Project Funding

FUNDING PARTNERS – Scenario 1

Source	Public or Private	Amount	Percent of Total
Urban City with population of 50,000	Public	50,000	5%
Washington State Department of Transportation	Public	50,000	5%
Federal Funds	Public	150,000	15%
Private Developer	Private	150,000	15%
TOTAL		$400,000	40%

FUNDING PARTNERS – Scenario 2

Source	Public or Private	Amount	Percent of Total
Urban City with population of 50,000	Public	0	0%
Washington State Department of Transportation	Public	0	0%
Federal Funds	Public	250,000	25%
Private Developer	Private	150,000	15%
TOTAL		$400,000	40%

FUNDING PARTNERS – Scenario 3

Source	Public or Private	Amount	Percent of Total
Urban City with population of 50,000	Public	150,000	15%
Washington State Department of Transportation	Public	0	0%
Federal Funds	Public	250,000	25%
Private Developer	Private	0	0%
TOTAL		$400,000	40%

FUNDING PARTNERS – Scenario 4

Source	Public or Private	Amount	Percent of Total
Urban City with population of 50,000	Public	250,000	25%
Washington State Department of Transportation	Public	0	0%
Federal Funds	Public	0	0%
Private Developer	Private	150,000	15%
TOTAL		$400,000	40%

Total TIB Funds Requested $600,000 Maximum TIB Matching Ratio 80.0%

	Design Engineering	Right of Way	Construction Engineering	Construction Other	Construction Contract	TOTAL
PROJECT COST	100,000	0	100,000	0	800,000	1,000,000
Calculated LOCAL FUNDS	40,000	0	40,000	0	320,000	400,000
TIB FUNDS	60,000	0	60,000	0	480,000	600,000
Noneligible Engineering Engineering exceeding **25%** of Contract Cost is not eligible for TIB reimbursement						0
Other Noneligible Costs Landscaping greater than **3%** of Total Cost, Utility Undergrounding, Sound Walls						0
TOTAL ELIGIBLE COST						1,000,000
TIB Matching Ratio (Total TIB Funds/Total Eligible Cost)						60.0%

Scenario 1

Lead Agency (5 max) _____

Private (10 max) _____

Overmatch (10 max) _____

TOTAL _____

Scenario 2

Lead Agency (5 max) _____

Private (10 max) _____

Overmatch (10 max) _____

TOTAL _____

Scenario 3

Lead Agency (5 max) _____

Private (10 max) _____

Overmatch (10 max) _____

TOTAL _____

Scenario 4

Lead Agency (5 max) _____

Private (10 max) _____

Overmatch (10 max) _____

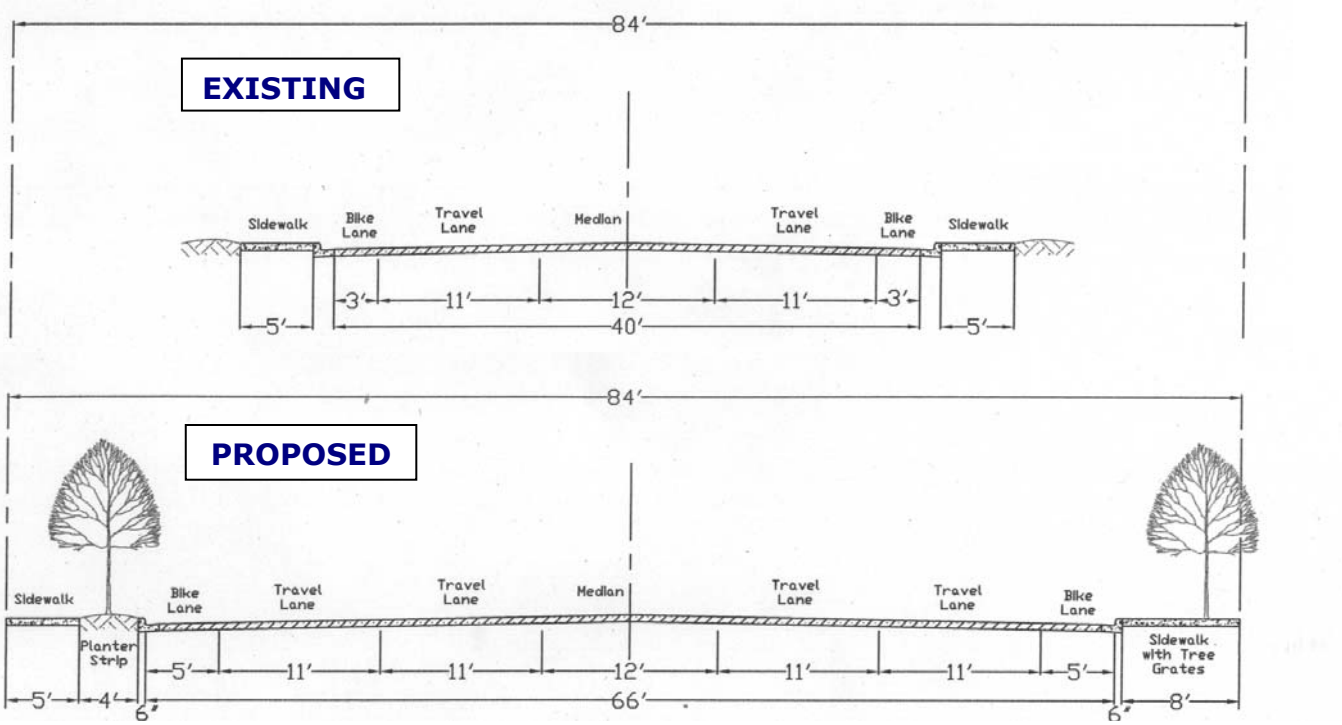
TOTAL _____

Urban Rating Exercises

Potential Safety Hazards

Location 1
Hazard 1
Hazard 2
Hazard 3
Hazard 4

Location 2
Hazard 1
Hazard 2
Hazard 3
Hazard 4



ROADWAY GEOMETRICS

Enter the parameters as they currently exist and after the project is constructed

	EXISTING	PROPOSED
Pavement Width (Curb to Curb or Edge to Edge)		
Number of Travel Lanes (Not Continuous Left Turn Lane)		
Continuous Left Turn Lane Width		
Shoulder Width		
Curb Placement		
Bicycle Lane Type		
Bicycle Lane Width		
Pedestrian Buffer Width between curb and sidewalk		
Sidewalk Placement		
Sidewalk Width[1]		

[1] Sidewalk with curb separation on both sides is required by TIB policy
Minimum width is **five feet** with NO obstructions
*Sections not meeting this standard require a Board Deviation **during** Design Phase*

Urban Arterial Program (UAP)

THRESHOLD REQUIREMENTS

Eligible Agencies

- Incorporated Cities over 5,000 population
- Incorporated Cities under 5,000 population located in Federal Urban Area
- Counties with a Federal Urban Area or GMA within their boundary

Local Match

	OFM Roadway Valuations	Minimum
City	Under 1 billion	10 percent
	1 billion to 2.5 billion	15 percent
	Over 2.5 billion	20 percent
County	Under 3 billion	10 percent
	3 billion to 10 billion	15 percent
	Over 10 billion	20 percent

Federal Functional Classification

Designated as *Urban Principal, Urban Minor Arterial* or *Urban Collector*

Project Limits

Located within Federal Urban Area

Sidewalk

Required on **both** sides of roadway

Must meet ADA-minimum guidelines

Minimum width 5 feet clear

Hard, smooth surface

Accepted Separation: Curb in most cases

The Board will determine if project is consistent with RCW 47.26.282 *Land Use Implications*

Projects are not eligible to compete for TIB funding within the limits of a previously-funded TIB project for a period of ten years from contract completion

Urban Arterial Program (UAP)

Project Costs

Eligible

- Project work within approved project scope
- Drainage necessitated by the project improvements
- Right of way necessary for project
- Signalization meeting MUTCD warrants
- Illumination
- Landscaping & Aesthetics (3% of total eligible cost)
- Retaining walls necessitated by project
- Sound Walls in accordance with TIB policy

Ineligible

- Work outside the project scope
- Utility upgrades
- Agency standards beyond LAG City/County standards

Urban Arterial Program (UAP)

PROJECT SELECTION CRITERIA

		Maximum Points
SAFETY		**50**
Accident History & Potential (35 max)		
Correctable accident history	0 to 25	
Potential safety hazards	0 to 10	
Existing Conditions (15 max)		
Pavement Width (Deviation from Standards)	0 to 15	
Shoulder Width 1 pt per foot less than 6 feet	0 to 6	
Provides Access Management (5 max)		
Add non-traversable median greater than 50% of project length	3	
Add c-curb at intersections or less than 50% of project length	1	
Close Minor Intersections	1	
Reduce Access Points	2	
Eliminate Existing At-Grade Crossing	2	
MOBILITY		**20**
Level of Service (10 max)		
Improvement from Existing Level of Service to Project Opening	0 to 10	
Truck Route (5 max)		
T1 through T5 (5 pts for T1 to 1 pt for T5)	1 to 5	
Traffic Signal Optimization (3 max)		
Connect three or more signals	1	
Connect to central control system	2	
Provide Signal Preemption	1	
Network Development (5 max)		
Extends improvements	3	
Completes a gap	5	
New network connection	0 to 5	

Urban Arterial Program (UAP)

		Maximum Points
PAVEMENT CONDITION		**15**
Visual Inspection of Existing Pavement (15 max)		
Pavement Ratings less than 60	0 to 15	
New Route (7 max)	7	
Rehabilitation Projects (7 max)	7	
MODE ACCESSIBILITY		**10**
Peak Hour Transit Buses (5 max) 1 pt for each 2 Buses	0 to 5	
Peak Hour School Buses (2 max) 1 pt for 3-5 Buses, 2 pts for 6 or more Buses	0 to 2	
Add New HOV Lane each direction	2	
Improves Access to Intermodal Freight Facility Includes two or more freight-carrying modes	2	
Nonmotorized Protection (4 max)		
Sidewalk wider than TIB minimum or Buffer 1 point for each additional foot	0 to 3	
Bicycle Facilities (2 max)		
10-foot separated path or two 5-foot striped lanes	2	
Widened Travel Lane (14 ft minimum)	1	
Provide Access to Park & Ride or Transit Center	1	
LOCAL SUPPORT		**5**
Local Match (4 max) 1 point for each 5% above minimum local match	0 to 4	
Previously Completed Work (3 max) *Must be complete at time of application*		
Environmental Permits Approved	1	
PS & E Package Complete	1	
Right of Way Acquisition Complete	1	
MAXIMUM RATING		**100**

Urban Corridor Program (UCP)

THRESHOLD REQUIREMENTS

Eligible Agencies

- Incorporated Cities over 5,000 population
- Counties with a Federal Urban Area or GMA within their boundary
- Transportation Benefit Districts

Local Match*

	OFM Roadway Valuations	Minimum
City	Under 1 billion	10 percent
	1 billion to 2.5 billion	15 percent
	Over 2.5 billion	20 percent
County	Under 3 billion	10 percent
	3 billion to 10 billion	15 percent
	Over 10 billion	20 percent

**Revised with adoption of Graduated Local Match WAC*

Funding Partners

Signed letter of commitment required

Federal Functional Classification

Designated as *Urban Principal, Urban Minor Arterial* or *Urban Collector*

Project Limits

Located within or connected to Urban Area

Sidewalk

Required on **both** sides of roadway

Minimum width 5 feet clear with ADA compliant curb ramps

Hard, smooth surface

Accepted Separation: Curb in most cases

The Board will determine if project is consistent with RCW 47.26.282 *Land Use Implications*

Projects are not eligible to compete for TIB funding within the limits of a previously-funded TIB project for a period of ten years from contract completion

Urban Corridor Program (UCP)

Eligible Project Costs

Project work within approved project scope

Drainage necessitated by the project improvements

Right of way necessary for project

Signalization meeting MUTCD warrants

Illumination

Landscaping & Aesthetics *(Maximum of 3% of total eligible cost)*

Retaining walls necessitated by project

Sound Walls in accordance with TIB policy

Utility Relocations

- Must be necessitated by project
- If utility is agency owned, relocation cost **may** be eligible

Ineligible Project Costs

Work outside the project scope

Utility upgrades

Agency standards beyond LAG City/County standards

Urban Corridor Program (UCP)

PROJECT SELECTION CRITERIA

		Maximum Points
LOCAL SUPPORT		**30**
Matching Funds (25 max)		
Lead Agency Funding 1 pt per 1%	0 to 5	
Overmatch Funding 1 pt per 2% above Minimum Local Match	0 to 10	
Private Partner Funding 1 pt per 1%	0 to 10	
Previously Completed Work (5 max) *Must be complete at time of application*		
Environmental Permits Approved	2	
PS & E Package Complete	2	
Right of Way Acquisition Complete	2	
MOBILITY		**35**
Level of Service (10 max)		
Improvement from Existing Level of Service to Project Opening	0 to 10	
Truck Route (5 max)		
T5 through T1 1 pt for T5 to 5 pts for T1	1 to 5	
Traffic Signal Optimization (3 max)		
Connect three or more signals	1	
Connect to central control system	2	
Provide Signal Preemption	1	
Network Development (15 max)		
Extends improvements	0 to 5	
Completes Gap	5 to 10	
Completes Corridor	10 to 15	
New network connection	5 to 10	
Freight Facility (10 max)		
Intermodal Freight Facility Two or more freight-carrying modes		
Improves access	0 to 5	
Creates access	5 to 10	
Distribution Center Access	0 to 5	

Urban Corridor Program (UCP)

		Maximum Points
GROWTH & DEVELOPMENT		**15**
New or Existing Activity Center (15 max)		
Provides or improves access to Urban or Activity Center	0 to 5	
Increases in Permitted Employment Center Square Footage	0 to 5	
Increases Permitted Residential Density	0 to 5	
Prevents Concurrency Compliance Violation	0 to 5	
Returns Area to Concurrency Compliance	0 to 5	
Reverses Transportation Moratorium	5	
Supports Annexation Agreement (5 max)		
Add "Project required by Annexation Agreement"	5	
Add "Joint City/County-funded Application within Potential Annexation Area"	3	
Add "Project lies within Potential Annexation Area"	1	
SAFETY		**10**
Correctable Accident History	0 to 10	
Potential Safety Hazards	0 to 5	
Provide Access Management	0 to 5	
Add non-traversable median greater than 50% of project length	3	
Add c-curb at intersections or less than 50% project length	1	
Close Minor Intersections	1	
Reduce Access Points	2	
Eliminate Existing At-Grade Crossing	0 to 5	

Urban Corridor Program (UCP)

		Maximum Points
MODE ACCESSIBILITY		**10**
High Occupancy Transportation Improvements (10 max)		
Peak Hour Transit Buses 1 pt per 2 Buses	0 to 5	
Improves access to Park & Ride or Passenger Terminal	0 to 4	
Arterial HOV Lanes (4 max)		
Directly serves Urban Center or Passenger Terminal	4	
Completes gaps or extends HOV system	0 to 4	
Nonmotorized Protection (4 max)		
Sidewalk wider than 5 feet or Buffer 1 point for each additional foot	0 to 3	
Bicycle Facilities (2 max)		
10-foot separated path or two 5-foot striped lanes	2	
Widened Travel Lane (14 ft minimum)	1	
Provides Access to Park & Ride or Transit Center	1	
MAXIMUM RATING		**100**

DEFINITIONS

Urban Center is defined as an area of urban activity or as defined in your Comprehensive Plans

Passenger Terminal is defined as one of the following facilities:

- Rail Station
- Ferry Terminal
- Bus Station
- Airport Passenger Terminal
- Transit Center

Sidewalk Program (SP)

Urban and Small City Subprograms

THRESHOLD REQUIREMENTS

Urban Subprogram

Eligible Agencies

- Incorporated cities with a population of 5,000
- Incorporated cities under 5,000 population located within a Federal Urban Area
- Counties with a federal urban area located in their boundaries

Minimum Width	5 feet with no obstructions
Must meet ADA-minimum guidelines	Yes
Surfacing	Hard, smooth surface
Accepted separation from traffic	Curb in most cases
Federally functional classified route	Yes
Minimum Local Match	20%

Small City Subprogram

Eligible Agencies	Incorporated cities and towns with population less than 5,000
Minimum Width	5 feet with no obstructions
Must meet ADA-minimum guidelines	Yes
Surfacing	Hard, smooth surface
Accepted Separation from traffic	Curb, swale or ditch
Eligible Routes	Serves TIB-Defined Arterial
Minimum Local Match	Cities under 500 - 0 percent Cities with 500 to 4,999 pop - 5 percent

Project Costs

Eligible

Minor drainage necessitated by the sidewalk
Retaining walls
Pedestrian (mid-block) signal
Pedestrian crossings (pavement flashers)
Pedestrian overcrossing/undercrossing
Landscaping & aesthetics (3% of total eligible cost)
Minor pavement patching due to sawcutting

Ineligible

Right-of-way acquisition
Roadway widening
Bicycle lane construction
Intersection traffic signal

Sidewalk Program (SP)

Urban and Small City Subprograms

PROJECT SELECTION CRITERIA

	Maximum Points
PEDESTRIAN SAFETY	**50**
Existing Conditions (30 max)	
Posted Speed	
25	1
30	3
35	5
40	7
45	9
50 or greater	10
Visibility	
Good to Poor	0 to 5
Existing Facility	
Walk in Travel Lane	15 to 20
Walk on Shoulder	
Condition (good to poor)	0 to 10
Width	0 to 5
Walk on Existing Sidewalk	
Condition (good to poor)	0 to 10
Width	0 to 2
ADA Barriers	0 to 3
ADA Retrofit of System *Small City PSMP Program Only*	0 to 15
Proposed Improvements (10 max)	
Separation from edge of travel lane to edge of sidewalk	0 to 10
Sidewalk width greater than 5 foot minimum	0 to 3
Accident History (25 max)	
Correctable Ped/Vehicle 10 per incident	10 to 20
Correctable Pedestrian only 5 per incident	5 to 15
Existing Hazards (15 max)	0 to 15

Sidewalk Program (SP)

Urban and Small City Subprograms

		Maximum Points
PEDESTRIAN ACCESS		**30**
Direct Access (30 max)		
Schools (5 pts per school)	0 to 15	
Public Buildings (2 pts per bldg)	0 to 6	
Central Business District	0 to 3	
Medical Facilities	0 to 3	
Senior Housing	0 to 3	
High Density Housing	2	
Activity Center	2	
Transit Facilities	2	
Improves Access (10 max)		
Schools (2 pt per school)	0 to 6	
Public Buildings (1 pt per bldg)	0 to 2	
Central Business District	1	
Medical Facilities	1	
Senior Housing	1	
High Density Housing	1	
Activity Center	1	
Transit Facilities	1	
Childcare Facilities	1	
Network Development (10 max)		
Completes gap(s)	5 to 10	
Extends existing sidewalk	0 to 5	
LOCAL SUPPORT		**20**
Community Impact (5 max)		
Effect of project on community	0 to 5	
Local Match (15 max)		
1 point for each 1% above minimum local match	0 to 15	
TOTALS		**100**